

CLASSIFIED MESSAGE

DATE : 2244Z 9 JUL 59

S E C R E T

ROUTING

1	<i>Ac/OP</i>	3	<i>Ac/OP</i>
2	<i>OP</i>	4	<i>Ac/OP</i>
3	<i>OP</i>	5	<i>Ac/OP</i>

PRIORITY

PRIORITY

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION: DPD (1,2,3,4,5,6,7,8)

INFO : S/C (9)

WH

TOR: 2309Z 9 JUL 59
25X1A

DOCUMENT NO.

NO CHANGE IN CLASS. ☐

IT IS DECLASSIFIED

CLASS. CHANGED TO: TS S

NEXT REVIEW DATE:

AUTH: HR 70-2

DATE: 2/11/81

REVIEWER: 037169

IN 02877

25X1A

3548

INFO

25X1A

ATTN: MR. BISSELL. INFO: COL. BURKE, [REDACTED].

J-75 TEST

1. AIRPLANE 342, FLIGHT 43, 8 JUL, OIL TEMP, AUTOPILOT AND ENGINE TESTS. 4 SEPARATE CLIMBS WERE MADE THROUGH THE ALTITUDE RANGE OF 40,000 TO 60,000 FEET. NO FLAMEOUTS WERE EXPERIENCED. PRIOR TO THIS FLIGHT THE ENGINE FUEL PRESSURIZE AND DUMP VALVE WAS REPLACED. IT IS POSSIBLE THAT THIS UNIT WAS RESPONSIBLE FOR PREVIOUS FLAMEOUTS ON THIS ENGINE.

25X1A

2. AIRPLANE 358, FLIGHT 24, 8 JUL, [REDACTED], CRUISE MISSION. DURATION 7 HOURS AND 48 MINUTES. FUEL TOTALIZER READ 39 GALLONS AFTER TAXI IN. HOWEVER, FUEL LOW LEVEL LIGHT DID NOT COME ON DUE TO PRESENCE OF SO-CALLED MANUFACTURED FUEL. THERE WERE 110 GALLONS REMAINING. MAXIMUM ALTITUDE REACHED WAS 75,050 FEET PRESSURE ALTITUDE CORRECTED FOR INSTRUMENT AND LOCATION ERRORS. SOME DIFFICULTY WAS EXPERIENCED WITH HIGH OIL TEMPERATURE AND EQUIPMENT BAY PRESSURIZATION AT THE EXTREME

S E C R E T

S E C R E T

25X1A

3546 (IN 22877)

PAGE TWO

ALTITUDE POINT.

3. 192 TOTAL HOURS ON J-75 AIRPLANES.

END OF MESSAGE

S E C R E T